

INFORMATION REPORT

CD NO.

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SUBJECT: Miscellaneous Railroad Information

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25X1 SUBJECT:

Miscellaneous Railroad Information:
Rolling Stock and Fuels

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THIS IS UNEVALUATED INFORMATION

1. According to a decree of the Directorate General, Railroads, Berlin, dated early July 1952, all reserve wheel sets will have to be sent to Cottbus where they are to be forwarded to Brest Litovsk. Prior to mid-July, a total of 30 railroad cars loaded with 300 wheel sets was sent to Brest Litovsk. (1)
2. According to an announcement made by the Greifswald regional railroad headquarters in late June 1952, a total of 800 wheel sets was to be delivered to the U.S.S.R. within a period of 10 days. Eighty wheel sets were delivered daily to the Cottbus collection point. The wheel sets will be used by the freight cars returned from the U.S.S.R. (1)

25X1 3. In late June, [REDACTED] the Cottbus regional railroad headquarters first an agreement on the exchange of freight cars was reached between West Germany and Hungary. Railroad cars of Hungarian origin still circulating in Germany will be returned to Hungary and vice versa. On 23 June, a train of 30 Hungarian railroad cars was dispatched from Blumenthal to Goerlitz and a train of 50 such cars from Kirchroeser to Goerlitz. (2)

4. The cost from locomotives which burn brown coal was previously thrown away by Herr Fenzin (fhu), an official of the Schwerin regional railroad headquarters, worked out a procedure, which will make it possible to recoup this cost after processing. In late June, Herr Fenzin was awarded a premium of 1,000 marksmen and the title of "Meritorious Railroader".
5. The so-called dead fire bed has proved a success and will remain in operation. The new system consists of placing a layer of broken stones on the grate of the fire box, which prevents the live brown coal from falling through and insulates its heating effects. (3)

- In late June 1952, experiments were made at the Wittenberge railroad maintenance shop to reduce the time previously required for the stoking up of locomotive boilers. While the fire was still being built in the fire box, steam was supplied from another source so that the locomotive was ready for employment in a shorter time.

25X1 7. [REDACTED] the Soviet transportation control headquarters dated 2 July 1952 and sent to the Berlin regional railroad headquarters that all heavy duty

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- 2 -

25X1 flatcars of shuttle trains [redacted] were to be included in the park of operational railroad cars of the Berlin regional railroad headquarters and to be collected at the Luckenwalde railroad station. (4)

25X1 8. [redacted] the Soviet transportation council headquarters sent to the Berlin regional railroad headquarters on 30 June that 30 heavy-duty flatcars were to arrive at the Loewenberg railroad station on 1 July. These cars were to be parked as a reserve in groups of 15 each at the Grossbehnitz and Luckenwalde railroad stations. (5)

25X1 [redacted] Comments.
 25X1 (1) These standard-gauge wheel sets will be sent to the Soviet rail change-over points for use by the former German freight cars to be returned by the U.S.S.R.

25X1 25X1 (2) [redacted] in Eastern Germany on 1 April 1952, only 31 Hungarian railroad cars remained in Eastern Germany after the end of the war. [redacted]. It is therefore believed that the 63 Hungarian cars mentioned included those that had entered Eastern Germany in the course of normal transit operations.

25X1 (3) The introduction of the dead fire bed was ordered on 20 February 1951.
 25X1 (4) The two shuttle trains mentioned belong to the 14 tank shuttle trains kept available for the Russians. Each of these trains consists of 20 to 26 heavy-duty flatcars with a load capacity of 40 to 60 tons each. Shuttle train [redacted] was composed of 12 four-axle flatcars with a load capacity of 40 to 50 tons each and 10 six-axle flatcars with a load capacity of 20 tons each; was stationed in Wustermack. [redacted]. The fact that the equipment of the two shuttle trains mentioned was returned to the German railroad administration might indicate that the Russians do not require as many heavy-duty flatcars in the near future. On the other hand, there is a possibility that the Russians are going to modernize the park of their tank shuttle cars. See also paragraph 9 of the present report.

25X1 (5) Those cars were possibly six-axle flatcars with a load capacity of 30 tons and a usable length of 18 meters and designated Bryad. This latest type of flatcar, whose existence has been reported [redacted], is assigned to tank shuttle train [redacted].

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